MONTGOMERY COUNTY FIRE AND RESCUE SERVICE
DRIVER/OPERATOR TRAINING PROGRAM

Practical **A**pplication **G**uide **S**heet

Engine: WMATA Water Supply

Candidate Performance Competency: The candidate shall position an Engine to complete supply connections to a WMATA standpipe Fire Department Connection (FDC) at a fan/vent shaft or emergency exit shaft. The candidate shall establish an external water supply. The candidate will supply the FDC.

Task	Value	Score
1. Locate the Fire Department Connections (FDC) and the nearest hydrant. Position for access to FDC and not to impede incoming units.	5	
2. Stop Engine and apply parking brake.	1	
3. Place wheel chock on downhill side of front or rear tire. **(CFP)**	1	
4. Adjust TPM to account for hydrant pressure.	5	
5. Partially open hydrant to flush.	3	
6. Fully dress the hydrant (gate valves) for "heavy water" operation and charge initial supply hoseline to the pump.	5	
7. Open intake bleeder to bleed air and then close. Open MIV and note static intake pressure from hydrant. Static Intake Pressure:_____psi	5	
8. Check FDC connections for obstructions/damage and note the depth of the riser as labeled on the FDC plate.	5	
9. Utilize an "Officers High Flow Discharge" with 3" hoseline to supply the FDC.	5	
10. Open appropriate High Flow Discharge to begin filling standpipe system at hydrant pressure with pump disengaged.	5	
11. Attach additional 3" line from second High Flow Discharge to FDC and open discharge valve.	5	
12. Complete "heavy water" connections and charge. Open intake bleeder to bleed air and then close. Open MIV.	3	
13. Monitor discharge pressure and exhaust clappers on the system to determine when filled. Candidate will verbalize the time benchmark and actions to take if the benchmark is not reached while filling. **(CFP)** (>10 minutes; notify IC)	5	
14. Once system is full, engage pump. Listen for pump and air compressor to engage. See speedometer reading approximately 10-15 MPH. See green "Ok To Pump When Lit" indicator light in cab illuminated.	3	

Task	Value	Score
15. Operator confirms the following: a) Pump panel gauges are illuminated, b) FoamLogix Pump is on, c) Air Compressor is on, d) positive discharge pressure on the Master Discharge Gauge, and e) "Tank To Pump" valve is open.	2	
16. Close Tank To Pump valve.	2	
17. Turn off CAFS air compressor and FoamLogix pump. **(CFP)**	5	
18. Adjust TPM for anticipated discharge pressure. **(CFP)**	5	
19. Throttle up to the proper discharge pressure for the elevation that the attack is taking place. **(CFP)** Assume 500gpm; 150psi to the FDC ± 5psi/10 feet of elevation change. *Evaluator will inform candidate of theoretical elevation. Discharge Pressure:_____psi	5	
20. Adjust TPM as necessary for discharge pressure. **(CFP)**	5	
21. Ensure that there is a means for water to be constantly circulating through the pump for cooling in the event that both lines are shut down. TRV should not activate. **(CFP)**	5	
22. Monitor pump panel, pump, engine compartment gauges and radio. **(CFP)**	5	
23. Throttle down to idle.	1	
24. Close discharges and MIV. Shut down hydrant.	1	
25. Take pump out of gear. Return TPM to zero.	1	
26. Replace blind caps on FDC.	2	
27. Ensure that Engine is ready for service.	5	
Total Points	100	

Critical Fail Points

Failure to successfully perform any of the following components will result in an automatic failure of this evolution regardless of total score.

a) Not delivering the requested product

b) Improper setting of the TPM at any stage of the evolution

c) Improper discharge pressures

d) Failure to turn OFF CAFS Air Compressor and/or FoamLogix pump

e) Loss of water/pressure in Standpipe supply line
f) Failure to notify command if system does not fill in 10 minutes
g) Failure to use wheel chock
h) Activation of TRV

Evaluator: Initial beside the final outcome of the exam below.

____ PASS ____ FAIL – Overall Points ___ FAIL – Critical Failure Point

_____ _____

Evaluator Name **Date**

Evaluator Signature